

UPDATE #8 – “CITY OF SAVANNAH”

This week was a quiet one for the project as many of the key players had personal responsibilities that kept them from being at the museum. However, several decisions were made by museum management that will have major impact on the project. First, CEO Henry Skipper was able to arrange for the use of a steam cleaner for the exterior work crews to use in removing the residue from the underside of the wings. This machine will greatly speed up the final cleaning of the aircraft exterior, and will be used on the interior during that phase of the restoration. Second, the museum has committed to building a website for the “City of Savannah”. It has not been decided if the site will be a link on the Mighty Eighth Museum website, or an independent site. We will update you on progress as it occurs.

Would you enjoy talking to the public about the “City” for three hours every Wednesday? We have immediate need for several volunteers from our pool of applicants to answer questions from the public as the Wednesday crews work on the aircraft. We had hoped that there would be interest from museum visitors as they watched the volunteers work on the plane – but frankly, the situation is so overwhelming that we need help. The visitor population is increasing, and many of them are asking questions of the crews, which is, in turn, delaying work on the aircraft. **WHAT A GREAT PROBLEM!!!** We would like to have volunteers that would be totally dedicated to answering questions from the public while work is being conducted on the aircraft. There will be two shifts, each Wednesday, 9:00 AM until noon, and noon until 3:00. Each volunteer will get a project T-shirt and badge, a detailed briefing on activities scheduled for that day and a fact sheet on our aircraft and the original “City of Savannah”. If you are interested in working on this detail you can email Sheila Saxon (admin2@mightyeighth.org) for details.

Finally, check out this great picture of the “City” that was taken sometime between 1953 and 1959, when the plane was used on projects around the world by Kenting Aviation, based out of Toronto, Canada. We don’t know the details of the Arctic and Antarctic trips, but our researcher, Doug Reed, will not let that mystery go unsolved.

More to come...

